the Sixth Five Year Plan, in May, 1982, Air India projected an average annual growth of traffic at 9.8 per cent, but this level could not be achieved due to the increase in fuel prices and other factors.

(d) Initially, Air India's projection of average traffic growth during Seventh Five Year Plan period was 8 per cent. Modified projections vary between 4 per cent to 6 per cent.

Linking of travel agencies with Indian Airline computer centre

362. SHRIMATI SUDHA VIJAY JOSHI:
SHRIMATI AMARJIT KAUR:

Will the Minister of TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to link travel agents offices with the Indian Airlines computer centre for the speedy confirmation of reservations;

(b) whether any criterion has been laid down for selection of such travel agents; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) No, sir. The proposal is in the preliminary stage of discussions with the Travel Agents' Association of India.

(c) Does not arise.

Revised DTC bus fares

363. SHRI J. P. GOYAL:
SHRI INDRADEEP SINHA:
SHRI SYED AHMED HASHMI:
SHRI F. M. KHAN:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Government have recently revised fares on the Delhi Transport Corporation buses;

(b) if so, what are the details thereof;

(c) what are the reasons for increasing the fares to such an extent; and

(d) whether Government propose to withdraw the increase?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir.

The details of the fares upto 7-2-1986 and from 8-2-1986 are given hereunder:-

Distance (in Kms.)	Fares (in paise) upto 7-2-86
0–4	30
4–16	40
16–20	50
20+	75

Distance (in Kms)	Fares (in paise) from 8-2-86
0–6	50
6–16	100
16+	150

(c) DTC has been incurring losses since its inception and was operating on a static, uneconomic and low fare structure. DTC has been charging more or less the same fares over the last 35 years except with slight adjustments for conversion into decimal, coinage, and rationalisation made in February, 1979.

On the other hand, the cost of inputs especially the material & labour inputs which are the two major components of cost, have been showing spiralling increases over the years. The working cost in 1971 was Rs. 1.58 per km. whereas at the end 1984-85, it is Rs. 5.21 per km. recording an increase of 23 per cent over 1970-71. In order to mobilise additional resources and to reduce the incidence of working losses, Government had approved implementation of the above revised fare structure effective from 8-2-1986.

(d) No such proposal is under consideration at present.